

COMMENT

Rules on mackerel still out of touch

THE FIRST attempt to get to grips with mackerel conservation by the Ministry in September saw the introduction of a set of regulations which were hopelessly out of touch with the situation. This has been acknowledged by a whole new system of controls which come into force next week.

The new quota regulations under which the fleet will have to operate are about as watertight as a purse seine net.

Time and time again it has been seen that quota controls are useless unless there is strict enforcement. The only people who do not seem to have got this message are the Ministry officials responsible for this latest garbled piece of legislation.

A quick visit to Plymouth alone would have shown them how out of touch with the situation they are.

Fishing boats do not land at predetermined times. Landings are going on all through the day and night. With mackerel being put ashore at five major landing points in various harbours at Plymouth, the two local Ministry men are going to need bionic surgery before they could even hope to set up any form of rigid inspection.

While the Ministry might claim that the new regulations were worked out with the industry, surely they did not expect fishermen to object to a system that in practice will allow them to fish on regardless.

fishing news

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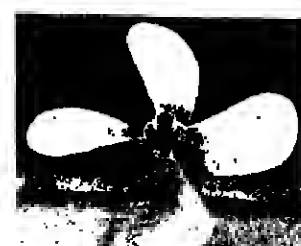
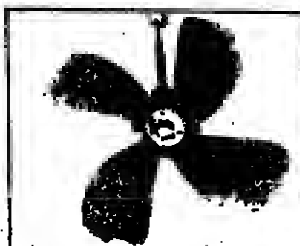
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SCOTS QUOTA CUT

SCOTTISH inshore fishermen are severely limiting catches of haddock and whiting.

The Scottish Fishermen's Organisation is on a maximum of 30 boxes per man per week and the Anglo-Scottish Fish Producers' Organisation will restrict members to a combined catch of 40 boxes (30 cwt.).

The ASFO covers an area from the Scottish east coast to Whitby and their measure comes into effect from midnight Saturday, November 5.

They stress that in future years ASFO fully accept their responsibilities for controlling their own members' landings but in no way can they accept responsibilities for others—and in no way will they accept that their members should ever again be asked by government to accept penalties for over-fishing situations caused by others.

The Aberdeen Fish Producers' Organisation made it clear they are keeping the situation under close observation, although not taking immediate action.



Hugh Brown, under-secretary of State for Scotland, accompanied by his wife, visited the Scottish Fishermen's Organisation headquarters in Edinburgh on Monday. He is seen being greeted by SFO chief executives Jim Lewis and Ian MacSweeney.

'William Wilberforce' runs out of fish



GRIMSBY'S distant water trawling fleet took yet another hefty kook last week. Boston Deep Sea Fisheries Ltd. was forced to lay-up its 698-ton William Wilberforce due to exhausted quotas off Norway.

This pair are the firm's only Grimsby wet fishers operating on the distant water grounds and, if they do join William Wilberforce, then roughly 80 more Grimsby fishermen will be put out of work.

It would also mean the Boston Group's wet fish effort at Grimsby being reduced to four vessels: Boston Phantom, Boston Kestrel, Boston Halifax and Prince Philip, now on middle water grounds.

A year ago the firm operated 11 wet fish vessels at Grimsby, all on the distant water grounds.

Joined

It is also strongly rumoured that this unhappy quintet may be joined by Belgium (due to land this week) and Boston Comanche. They are at the end of their water trip off Norway.

A COMBINED landing of 1,519 kts by the top Grimsby pair team, Margrethe Bojen and Francis Bojen set a new weight record at the South Humberdale port last week. This massive haul, from a 13-day North Sea trip, almost brought a new port grossing record for the pair. However, with some of the fish on the small side and over 400 kts of cod in the batch, the final



HELGI ZOEGA, the Icelandic businessman reported last week in Fishing News to be at the centre of an attempt to land Icelandic wet fish in Fleetwood, has no official backing.

He does not represent any recognised Icelandic body or organisation, according to John Olgeirsson, the Icelandic Consul at Grimsby.

Mr. Olgeirsson told Fishing News that authorities in Iceland had asked him to warn British interests that Mr. Zoega had no official powers to act on behalf of Icelandic trawler owners.

Reports that he had government backing to try to set up wet fish deals in the UK are without foundation. Mr. Olgeirsson stressed that Mr. Zoega is in no way connected with Fylkir Ltd, the Grimsby-based agency with the sole UK rights to arrange imports of Icelandic fish.

SKIPPERS of boats based in the Westcountry which use IC trawls from Denmark can talk over any problems with the firm's net designer later this month.

Jorgen Christensen of the Iver Christensen Trawl Net Factory, and his net designer, will be visiting the Westcountry along with agent Roy Gollup starting November 11. Gollup starting November 11.

Any skipper who would specially like a visit should contact Roy Gollup on Lyne Regis 8820.

RECORD WEIGHT

A COMBINED landing of 1,519 kts by the top Grimsby pair team, Margrethe Bojen and Francis Bojen set a new weight record at the South Humberdale port last week. This massive haul, from a 13-day North Sea trip, almost brought a new port grossing record for the pair. However, with some of the fish on the small side and over 400 kts of cod in the batch, the final

combined tally of 44,386 lbs nearly 23,000 short of their own earnings record of 247,749. This was set up last May. Skipper Jens Bojen and his crew, a new crew, took a single haul of 1,519 kts, a record for the firm. The haul was made through the North Sea.

NORWAY SHOCK

Up to ten licences only for Grimsby

SEINER and pair trawler owners at Grimsby have been badly shaken by the news that Norway is prepared to issue only 100 licences to fish her sector of the North Sea.

The restrictions, to take place from January 1978, are expected to be particularly damaging to the rapidly growing pair trawling industry at Grimsby.

Many of these teams spend up to 80 per cent of their fishing time in this area of the North Sea.

Not so badly hit will be the Grimsby fleet of anchor-seiners, although many of these vessels are on the same grounds for 30 per cent of their annual fishing time.

With some 20 pair teams and roughly 100 seiners currently working from Grimsby, the Norwegian restrictions seem bound to have a very serious effect on small boat operators.

The head of a major seining agency spoke pessimistically about the outcome to Fishing News last week: "It is a ridiculous number of licences for the en-

tire fleets of Denmark, Belgium, Holland, Scotland and England and will pose a very serious threat to the pair trawlers.

"At the moment a speculative estimation would suggest only between five and ten licences coming to Grimsby and this would really spell out disaster."

Meanwhile, at a meeting last week of the Grimsby Seiner Owners' Association, it was decided to press Norway for an assurance that anchor-seiners were not to be bound by the proposed licensing restrictions.

After this meeting a spokesman told Fishing News: "Anchor-seining is a passive form of fishing; there is no damage to the grounds. We are now using 4 1/2 in. nets which is extremely helpful to

conservation as the immature fish remain uncaught.

"We do appreciate the need to impose restrictions on fly-shooters and pair trawlers, but we are hopeful that the Norwegians will see sense over the anchor-seiners."

"We intend appealing directly to Norway to review the situation as well as making representations through the correct Government channels."

There are almost certain to be further complaints, notably in Scotland, about the number of licences.

PULL OUT OF EEC-'NATS'

PRIME MINISTER James Callaghan "should threaten withdrawal from the EEC over the fishing fiasco."

"The French used this ultimate weapon in 1965 in relation to CAP financial proposals. The survival of the Scottish fishing industry merits decisive action."

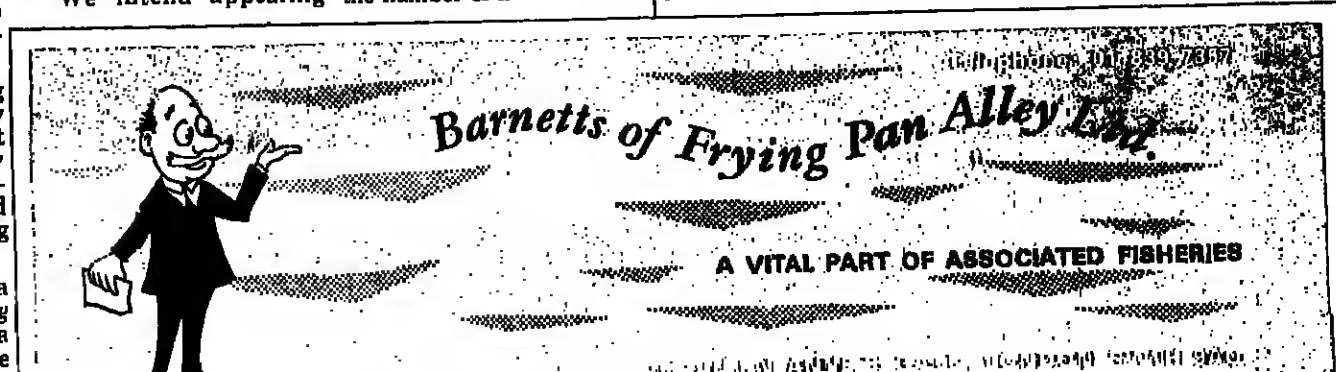
This was stated by William Wolfe, Scottish National Party chairman, speaking at the annual conference of the Argyll Constituency Association on Saturday.

He continued: "No Scottish Government would ever be permitted to sell one of its prime industries down the

river the way London is doing to cure. Led by Bruce Millan, the British team is currently huffing and puffing, but it is already recognised that they do not have the economic and political clout to blow the house of EEC opposition down.

"If the EEC wins and Continental boats are allowed to trawl our waters almost up to our coastlines, then it will affect Scotland disastrously across the board."

"Until we have a Government of our own to negotiate direct with the EEC, all our resources are in danger of being used up with no benefit to our own people."



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- o - o - o - o -

I really wanted to start my work today by having a nice lie down, but first it's my imperative duty to place before you certain startling and sensational facts.

Each year, certainly three years to my personal knowledge, that Certain Person has headed together all His senior executives for a night out, and I am help only of us daring to ignore His master's voice, or clocking-in late.

He is joined in this nefarious scheme by His equally guilty fellow Directors on the Board. May I quickly assure you that, so far, I am not numbered amongst the Board members. So far. And when I report just what devilry they're up to this year, you will be relieved and delighted to learn that your wise and modest chum has ignored their repeated appeals, and has steadfastly refused to join them. As the man responsible for the U.K. sales of the world's finest smoked salmon I must, like Caesar's wife, be clearly seen to be above suspicion. And apart from my membership of the Taboo Film Club (for open-minded adults only), I am.

Towards the end of my first year of galley-slavery for Associated Fish, 1975, we were brutally whipped to a West End hotel, where the rather simple-minded manager, a touch misguided, had a sudden whimsical idea: he served us with an entire horse d'oeuvre of smoked salmon which he had purchased from one of my fiendish competitors ... we did not return to that hotel the following year.

We went instead to the St. Ermin's Hotel where John Ellerington the Manager, Tony Ferguson the Banqueting Manager and Gerard Moser the Maître d'Châf, combined their energetic and considerable talents to giving us a great night. So much so, that we are returning there this month for a second helping.

But what I really wanted to expose is this new national sexual permissiveness, which is spreading and contagious, and has now, suddenly, seeped into the Board Room here and affected men of mature years, old enough to know better. In 1975 they arranged for us to be entertained, after the wash-up, by a charming singer, a hypnotist who, during his act, put to sleep, sadly only temporarily, a few volunteer directors and executives ... it didn't take him all that long.

I personally, quite without malice, thought it was a great pity he eventually bothered to wake them up. I noticed that He didn't offer to go up onstage.

In 1976 we had the bold Mr. Dicks Henderson, some of whose stories went rather above my innocent head ... although that Certain Person kept laughing madly.

But this year, we've a right turn-on. An exotic, erotic sex-bomb - in trunks! Yashti, herself. The famous international Middle East belly dancer. That's right; your actual, delightful, neighbourhood belly dancer. Wearing, I suppose, a passion rousing costume of bangles, beads and bits.

Thank the Lord His poor wife won't be present at the orgy.

What most worries me is the frightening thought that Yashti might easily inflame the otherwise cooler-blooded minds and ideas of our executives, whose well-paid jobs are, first and foremost, to catch, process and sell fish.

I regret to have to confess that I shall be forced to be there on this dreadful night, on duty, of course. I've the tables to lay and the rhapsies to fold. But have no fear, dear friends, I am too strong a character to be easily led up the desert path. I shall avert my youthful eyes while the lady is dancing.

Disgusted

M. Barnett of Frying Pan Alley

Chopper saves three on rocks

TWO FISHERMEN and a lobster trip from Boulmer. She was swept on to rocks just south of the village, but a farmer saw the incident and raised the alarm.

Boulmer Volunteer Rescue Boat was called out but a crew member said: "We could not get near the rocks because the water was like a boiling pot." The helicopter had to be called.

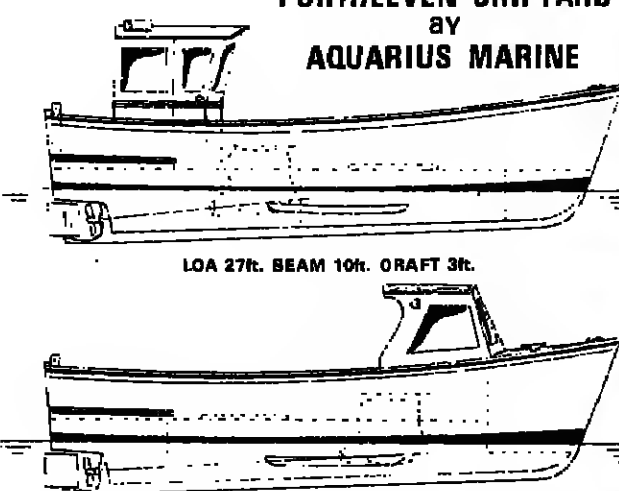
All three had to sit in the three-month-old cable perch in the rocks for over an hour, but were saved by the boat and chopper.

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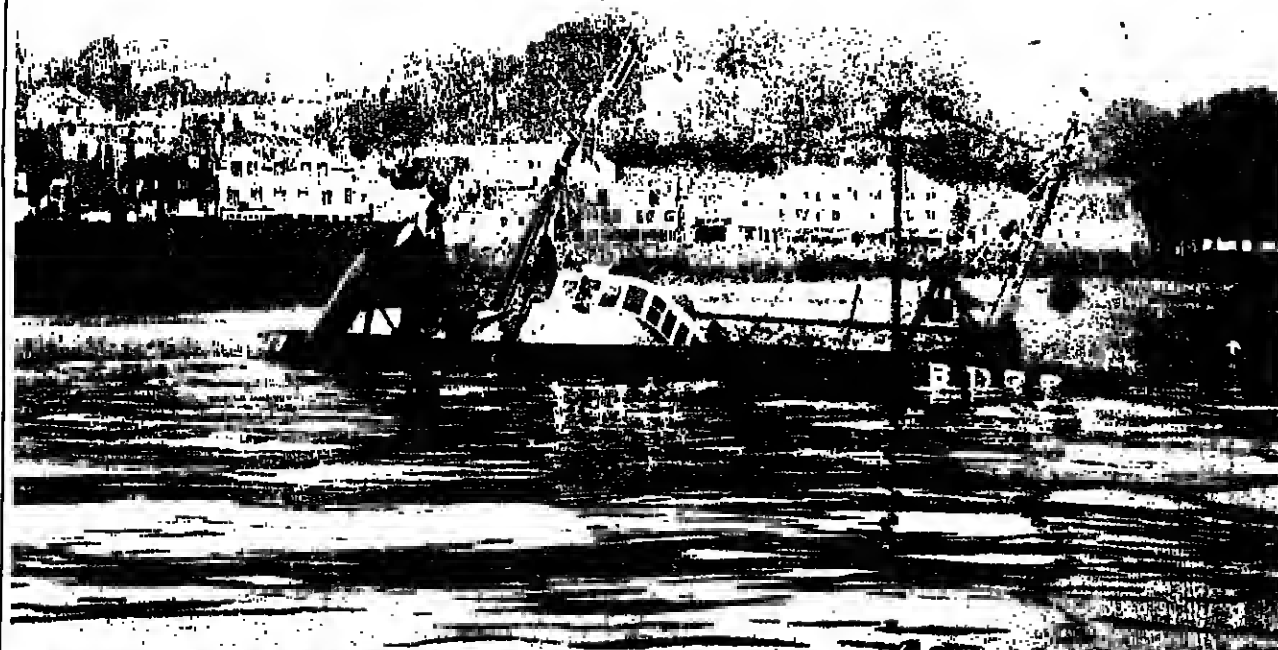
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Heather E — half-submerged at her moorings in St. Mawes harbour, Cornwall.

Gale rolls trawler after refloat fails

THE 75 ft. long Cornish mid-water trawler Heather E was being rolled and bumped on the bottom at St. Mawes harbour, Cornwall, in a gale last weekend after she had

sunk at her moorings. Three unsuccessful attempts had been made last weekend to refloat the former Scottish boat which sank on Thursday last week. Now, local fishermen think she may be extensively damaged.

John Sawle, skipper-owner

of Kreisker, was setting out on a trawling trip from St. Mawes at about 6.30 a.m. when he saw Heather E was low in the water with her decks awash.

He rushed to raise the alarm and Heather E's skipper, Tony Wolchuck, his son Quintin and crewman, Reg Hittings, boarded the boat at anchor in the bay.

Immediately the mooring line was cast over to Kreisker and a bid was made to tow her half-submerged to the safety of the quay.

Just as the operation got underway Heather E rolled over and sat on the bottom, her mast pointing out of the water.

The three men aboard jumped into the dinghy tied on to the boat and went ashore to wait for low tide. Heather E had sunk in 15 ft. of water and only her gunwale showed at high tide.

An attempt was made to salvage her electronic gear from the wheelhouse, but all that could be brought ashore was her VHF radio telephone and headline transducer recording unit.

Meanwhile her owner,

Peter Emms of Worcester, arrived and the firm of Underwater Salvage and Repair of Helston, Cornwall, was called in to refloat her.

Flotation bags totalling 20 tons buoyancy were anchored on and the local scallops Integrity tried in vain to move her.

Some 40-ton buoyancy fenders were brought in and more boats joined in the tow, including Inter-Nos, Hopful Lad and Terene. She only moved about one boat's length.

Divers went down to the boat and her sea-cocks were found to be in order.

'The big problem came on Sunday when a south-west gale set in and salvage attempts had to be abandoned for the day.'

On Monday night another salvage team was preparing to lift the boat, the former Scottish-based Bountiful, which had just returned from a two-day mackerel trip to the Wolf grounds.

Falling tides meant that there may not be enough water to beach her — at expense her decks for pumping out.

Heather E's electronic equipment being salvaged from her wheelhouse. The boat's last trip had been to the Wolf grounds.



'SEA VIXEN'

—first of four for Bostons

BOSTON SEA VIXEN, first in a new four-boat class for Boston Deep Sea Fisheries, was launched on Thursday last week at Great Yarmouth. The stern trawlers are a development of the Boston Sea Knight series and will cost a total

of £3m. Sea Vixen has been built by Richards (Shipbuilders) and is equipped with split drum winches and a net drum for electric and demersal fishing.

She has an overall length of 50ft; registered length, 79ft; moulded breadth, 25ft; and moulded depth, 18ft.

Her main power unit is a Wankel Blackstone diesel of 200hp at 700 rpm driving a 12 propeller. Low-pressure hydraulic split drum winches and a net drum are installed, with shooting and hauling being assisted by the Synco winch control system.

The engine and net store are forward, leaving a large hold aft. Accommodation is for eight men.

Speaking at the launching, Mr. N. Perkes, deputy chairman of Boston, said the Sea Knight trawlers had proved highly successful, used 40 per cent less fuel than the vessels they replaced and their catch figures were just as high.

So far Lowestoft's fishing fleet had not been badly hit by legislation imposed on British trawlers, he said. But it is 'extremely concerned' about the latest round of Common Market fishery proposals.

They could have a severe effect on East Anglian fishing. 'The EEC measures are only hurt the British industry,' he said.

He spoke warmly of the efforts made by John Silkin,

Minister of Fisheries, whose wife launched Sea Vixen, in fighting for British interests in Luxembourg. He urged him to continue to fight for a fair deal for Britain in future EEC talks.

Mrs. Silkin — actress Rosamund John, star of many wartime and postwar films — deputised for her husband at the ceremony. A cabinet meeting prevented him attending.

As Sea Vixen slid down into the river Yare, the keel of the third of the four trawlers was already being moved into place. The second is now well advanced.

Mrs. Silkin said she was privileged that her first launch should have been 'such a splendid ship.' It was significant that the new trawler was launched in a week when fishing had been 'very much in the news.'

Her husband had returned from Luxembourg only the previous day. She said he was having a tough time 'but he passionately believed in the future of the fishing industry' and was grateful that Britain's industry was behind him in his fight with other members of the EEC.

'He is a tough bargainer,' said Mrs. Silkin. 'And he will fight to what I hope will be a successful — not a bitter — end.'

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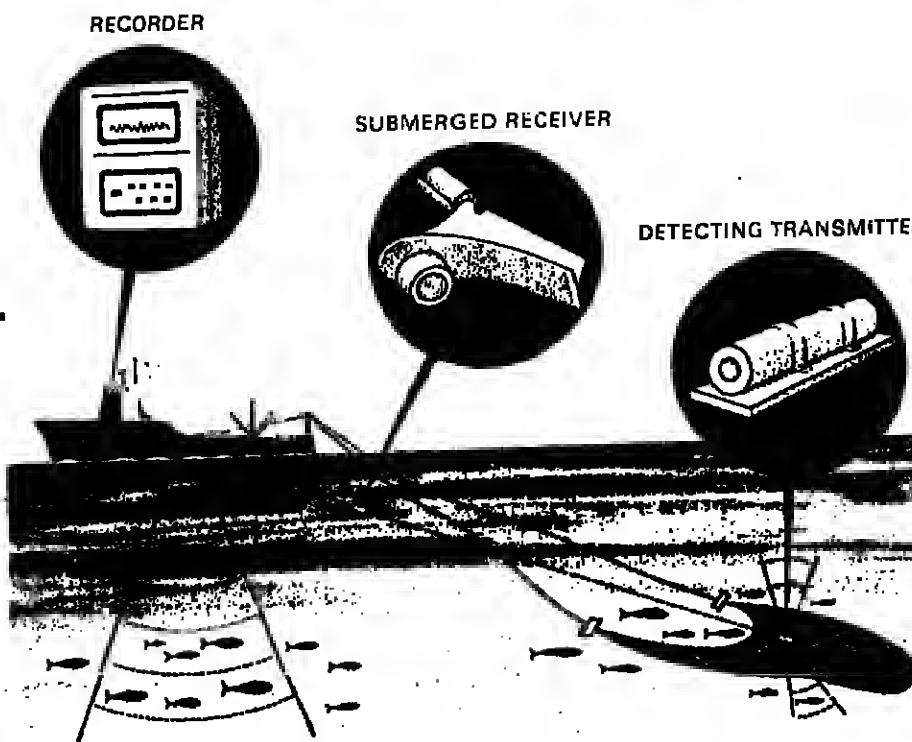
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Steering through the fog

"IT HAS BEEN very foggy recently and, although there has only been one collision between boats in the channel, there have been a lot of close shaves."

"What equipment is a 46ft. fishing boat required to carry for foggy conditions and what steps do we take to avoid collision in restricted visibility?"

Equipment specifically needed is a foghorn for sounding when underway and a bell for ringing when at anchor or aground. But since Rule 19 requires vessels to navigate with caution at certain times, it implies that equipment to do so must be carried.

In order to navigate with caution you have to carry a

properly adjusted compass, charts and the necessary apparatus to lay off courses, sailing directions, sounding lead and/or echo sounder, speed and distance indicator log.

If your boat is equipped with an echo sounder, you may not want to carry a lead as well. However, you can use a lead not only if your sounder develops a fault, but to tell whether you are over mud, sand, shingle or stony bottoms and so get a rough idea of your position in restricted visibility.

When fogbound at sea you must have a copy of the clauses in Rule 35 of the Collision Regulations. These govern the sound signals to be made by various classes of vessels in restricted visibility. They tell you not only what signals you should make but enable you to identify those made by other craft.

If you do not have a radio telephone with direction finding facilities, you could get a radio receiver with a direction finder.

Even if it is impractical to plot accurate cross fix on charts when you are rolling

about, you might get approximate bearings of a beacon to help you determine your position.

Installing a radar is another alternative. Apart from basic navigating equipment, radar is the greatest boon of all to those responsible for navigation in restricted visibility.

Another step is to carry a device for detecting transmissions of vessels operating their radars in your vicinity.

Otherwise the best you can do, radar-wise, is to carry a reflector at your masthead in the hope that they will detect and avoid you.

When suddenly enveloped in fog at sea, apart from proceeding at moderate speed and making stipulated sound signals, you can fix your position on the chart and ascertain the sound signals made by lighthouses and light vessels near you.

It is also advisable to start taking soundings with lead and line and/or echo sounder; commence taking regular bearings by direction finder or radar to check your position; start an electric or

stream a taffrail log; and arrange an anchor for letting go immediately in order to take way off your boat promptly.

If you want the devices enabling you to detect radar transmissions from other vessels, they are available from Hepplewhite Marine Ltd., Stennard Way, Great Comins, Sudbury, Suffolk.

If, rather than a conventional fog horn, you prefer an instrument which makes

sound signals and allows you to listen to other vessels' signals in magnified form, you can get one from Tannoy Marine Ltd., West Norwood, London SE 27.

'Creepers' save gear

"DURING SUMMER I mostly go lobster and crab potting, and in winter longlining."

"I have always used a grapnel to recover lost gear but recently I have lost two grapnels and quite a lot of line due to fouling among rocks."

"I understand that there are devices called creepers or greepers, designed to recover seine ropes and other gear, which do not get snagged in rough ground as much as grapnels."

"Any information would be welcome."

"If you can spare the time, you could make a type of grapnel which is not as likely to become irretrievable in rocks as an ordinary one although equally effective for recovering gear."

All you need is about a couple of feet of 2in. interior diameter steel piping and two lengths of steel rod about 1in. diameter.

You bend each rod double and push it through the piping until about 3in. of the double part protrudes from the far end.

You then open the protrusions to form an eye, to which a rope can be attached, and bend back the four angle ends of rod at the other end of the piping at an equal distance apart to form four barbed anchor arms.

"This type of grapnel is inexpensive to make and has the merit that if it gets caught in rocks when grappling gear, the arms will straighten and allow it to be retrieved."

A do-it-yourself creeper consists of a length of chain with about half-a-dozen shark hooks attached to it in bunches at intervals of about 18in. It is suitable for recovering lines from all except rocky bottoms and may be more effective than a grapnel.

You could also probably get your local blacksmith to make a type of creeper favoured by some lobster fishermen. The creeper consists of an iron shaft about 3ft. long with an eye and a ring through it at one end and five barbed arms bent back for about 6in. at the other.

It can be used not only for retrieving lost gear but, when

working close in to rock, anchoring a small boat temporarily or hauling off an engine stop. Being light, it can be thrown useful distance.

If you would rather buy a creeper of the type designed for recovering ropes, a standard model available from The Commercial Welding Works — known as F.A.L. Seagrap — is available from Buckle, Industrial Estate, Buxton, Derbyshire.

Consisting of a stout steel bar 3ft. 3in. long weighing 88lb., the creeper has 14in. eye in one end and is welded on to it at an angle at intervals along its length, are 5/8in. diameter steel spikes. This type of creeper is sometimes made in two lengths, each about 10ft. long, shackled together.

Another creeper is made by MCG Engineering at Fiddlers Green, Coles Lane, Fiddlers Green, Dorset. This is made in two 18in. lengths of 4 x 4 x 1/4in. angle iron, welded back to back. Five steel rods cut into each of the four ends and an eye welded on to each end. Two such lengths joined by 18in. of chain, form a complete creeper, the eye at the end of the second length used to attach a trip line.

Trash in oil line bait

"I HAVE A boat which was only for longlining."

"When mackerel about, bait is no problem when they are not in the vicinity."

"I understand I could use pieces of trash fish from trawlers soaked in some oil of fish oil with some preservative success."

"If you agree, could you tell me where I can get suitable oil. If not, can you suggest a solution to the problem?"

"You could try using pieces of fish soaked in kerosene or kerosene oil, obtained from Kollum Products Ltd., Adelaide Street, Redditch, Worcestershire. However, it would be rather expensive and probably not very profitable."

If it is impossible for you to procure kerosene, sprats, herring or whelks, the only alternative I can suggest is to buy frozen squid from Barber and Sons Ltd., Billingsgate Market, London EC3.

Hull to suit scalloping

"WE ARE HOPING to get a loan to have a new 40-45 ft. boat built for scalloping."

"We think the most reasonable priced new boat would be a hull built for scalloping."

"Do you think a glass hull would be suitable for your purposes, and if 'yes', how do we get the most suitable hull built?"

"Now, GRP hulls are probably the most suitable for your purposes, and if you are up to rough treatment, you can have a hull built with wood."

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any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

John Burgess' Log



November 4, 1977

THE ERA of steam trawling has lasted exactly one century. On November 2, 1877, the first catch by a steam trawler was landed at North Shields and, just ten weeks ago, the last steam trawler in the British fleet was sent for scrapping.

A North Shields-based steam trawler, the *Messenger*, was built in 1877 and was worth £750. A century later, the *Northern* reached the end of her life when she was towed to the breaker's at Medway.

Captain William Purdy of North Shields, a balding and sturdy man, thought of the 4 x 4 in. angle iron, welded back to back. Five steel rods cut into each of the four ends and an eye welded on to each end. Two such lengths joined by 18in. of chain, form a complete creeper, the eye at the end of the second length used to attach a trip line.

He told Skipper James of Hull who operated the *Northern*, the largest sailing trawler in the world, about the idea but it was discarded.

An impatient Skipper Kelly said: "Go on then. Wasting my money; you'll rue the day you didn't take my advice."

He thought the idea was "hopelessly impractical, absurd and new-fangled."

However, Captain Purdy went ahead despite jeers from the local dock workers.

He bought a trawl for £650 from Grimsby and paid £550 for trawl heads to be made up. Trawl beams were supplied at a cost of £50 and the gear was fixed on a 10 ft. crane near her midships funnel.

Messenger was owned by Messrs. Thomas and Purdy of Leazes, North Shields, and she was built of wood. She was some 34 years old and not overpowered — she developed just 25hp.

On November 1, 1877, she set off with two experienced fishermen in her crew — Alexander Fyall of St. James and Thomas Jamieson of North Shields — to handle the beam trawl.

The next day the first beam trawled catch was brought ashore. And Captain Purdy earned a further £5 by towing in a sailing ship.

Efficient

However, the method still took time to become efficient and the advance was not welcomed by line boat fishermen. They showered steam trawlers with stones if they went into stranger ports.

A leading sailing boat owner said it would be only a matter of months before the North Sea would be depleted of fish if steamers were not

stopped. Fishermen held protest meetings hoping to persuade the government to ban the method.

Owners who had bought large numbers of sailing ships lost crews, fleets and fortunes as the steamers proved their superiority.

Progress marched on and, soon, purpose-built steam trawlers were ordered. Captain Alexander Fyall, who handled the trawl on the first trip by *Messenger*, took *Bonito* to sea in 1882. She was the first steam trawler designed and built on the Tyne and was launched with a secondhand engine from the Eltringham and Co. yard of South Shields.

Captain Fyall carved a career for himself in fishing.

Hopes for herring

EAST Anglian inshore fishermen are optimistic about the ban being eased on North Sea herring fishing.

This follows a joint meeting between their representative and the Ministry of Fisheries, John Silkin.

Their optimism follows a weekend meeting between John Silkin and Peter Catchpole of Lowestoft representing the distributive side, Jim Prior, M.P. of Lowestoft and Jack Beales, chairman of Lowestoft's Inshore Fishermen's Federation together with Gorleston drifters owners, Percy Field.

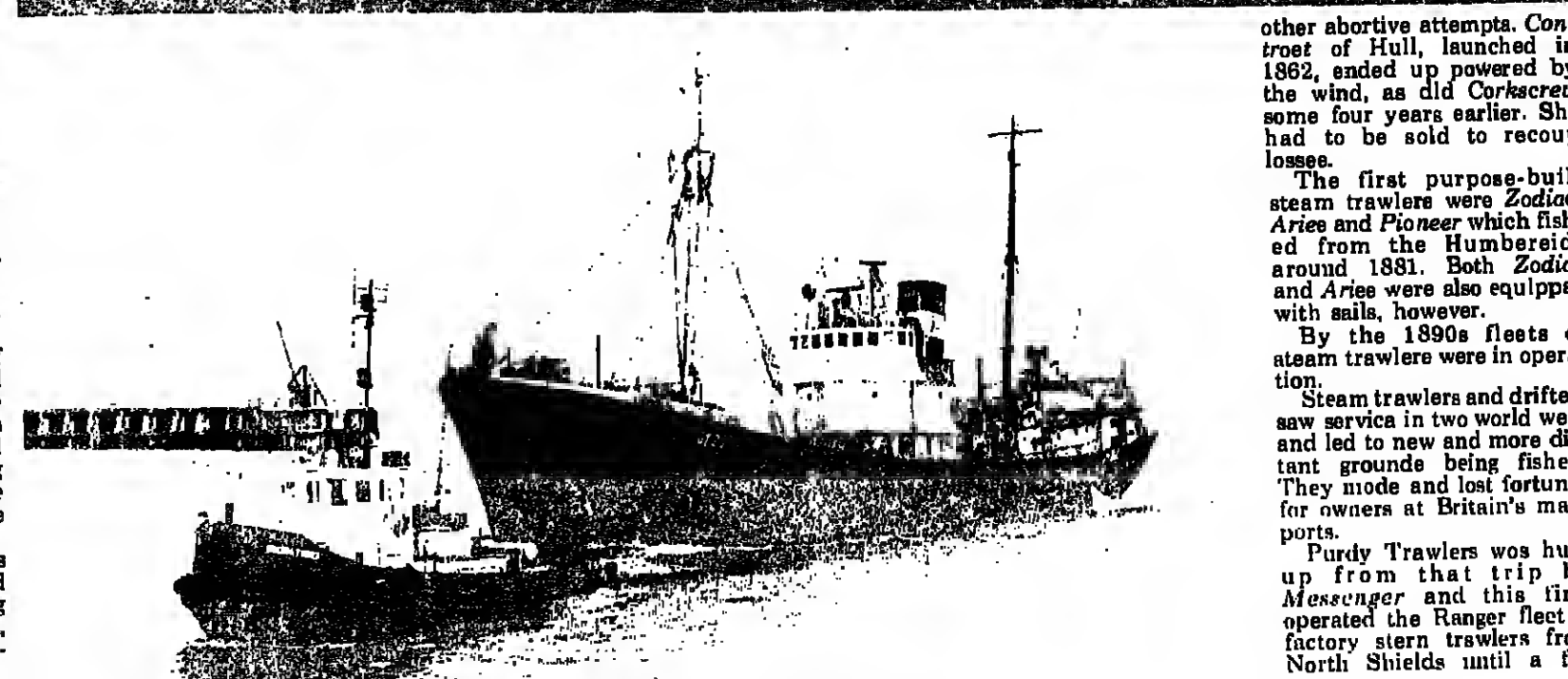
Mr. Field has been campaigning with widespread support for the blanket ban on North Sea herring fishing to be lifted for inshore fishermen.

After their meeting Mr. Field said: "We feel we have done quite a lot of good and there is a definite possibility of getting the ban lifted this year."

He said the minister seemed "extremely sympathetic" and there appeared to be at least one other member of the EEC who had a particular local knowledge of the problem.

But John Hodgson said members were determined to "minimize the time and proceedings should take place."

Messenger started



Northern Sceptre being towed into Grimsby — later to be taken to the breakers at Medway.

He first went to sea as cabin boy and cook on his father's ship. After settling in North Shields, he became commander of the big Irvin trawler fleet. He died during the First World War.

Beam trawls gave way to otter trawls after another experiment at North Shields. James Robert Scott chartered the local boat *Scotch Greys* to work his patented otter

boards in 1895. He was also first to use steel warps for trawling.

A number of boats were conceived to go steam trawling before *Messenger*, but they were failures. In 1870 Grimsby snook owner William Wellbury Dawson ordered the steamer *Tubal Cain* but her engine was never fitted.

Before that there were

other abortive attempts. *Conquest* of Hull, launched in 1862, ended up powered by the wind, as did *Corkcrew* some four years earlier. She had to be sold to recoup losses.

The first purpose-built steam trawlers were *Zodiac*, *Aries* and *Pioneer* which fished from the Humber side around 1881. Both *Zodiac* and *Aries* were also equipped with sails, however.

By the 1890s fleets of steam trawlers were in operation.

Steam trawlers and drifters saw service in two world wars and led to new and more distant grounds being fished. They made and lost fortunes for owners at Britain's main ports.

Purdy Trawlers was built up from that trip by *Messenger* and this firm operated the Ranger fleet of factory stern trawlers from North Shields until a few years ago.

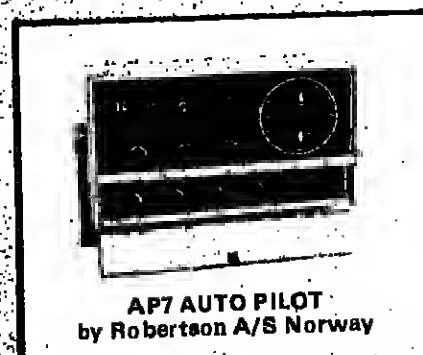
Produced

The French are believed to have produced the first steam fishing boat in 1872, while Captain Fyall had fitted salmon nets to the steam wherry *Engineer*, owned by Henry Cairns of North Shields, earlier the same year as *Messenger's* pioneering trip.

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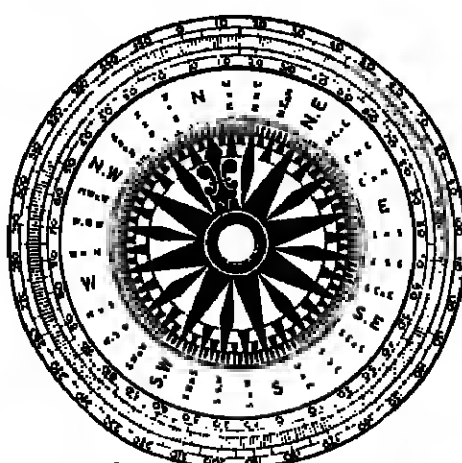
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Boat-to-shop basket boxing system

THE HANDLING and packing needs of the fishing industry are so diverse that it is difficult to produce one container ideal for all requirements.

The Swedish firm of Pakabox AB decided to find a solution to this problem and has developed a system which can simplify the handling and distribution process from boat to fishmonger.

Named the Pellywell system, it has been developed in consultation with users from fisherman to haulage contractor, also with Swedish fisheries authorities and food handling organisations.

Established

The system has become well established in Scandinavia and has now been taken up in the UK under a pilot scheme being operated by the wholesale fish packing firm of Hillismanor of Luton.

Some 700 tons of mackerel is being sent to a Continental processor which placed the order because use of the Pellywell system enabled

Hillismanor to offer a satisfactory price. Alec Paton of Hillismanor felt there was great potential for the containers in the UK when he saw the system in operation at the Swedish processing plant of Ronnsge Frys AB.

Following talks between Hillismanor and Pakabox, the two firms formed Pakabox UK to market the Pellywell system here.

There are two parts: a metal wire basket and a plastic or cardboard insert or inserts. This combination allows the advantages of returnable and non-returnable packing to be combined.

The two components can be separated in the handling chain at

the time when it is most practicable. The wire basket gives the pecking the necessary stability, but can be separated from the insert and returned when no longer needed. The basket bears the full load of the package of fish and is suitable for shipboard use.

Weight

It is made from galvanised and epoxy-coated steel wire and is safe to handle; also it weighs considerably less than a wooden box of similar capacity.

Its shiny, lacquered surface is easy to clean and metal strips fitted on the longitudinal sides can be folded in-

wards to enable the baskets to be stacked when full.

Weight is rested on the metal strips of the basket below, rather than on the fish. Baskets can also be locked together to increase the stability of the stack in the fishroom or during transport.

The metal strips can be folded outwards to allow the baskets to be stacked one inside the other when empty.

The inserts, made of water-resistant corrugated cardboard, ordinary cardboard or plastic, are delivered flat. They can be used as disposable packages and provided with lids.

Holes in the base of the inserts, and ridges in the basket, prevent the accumulation of blood serum among the fish and so maintain quality. Inserts and baskets can be provided in a choice of sizes.

With the Hillismanor mackerel contract, the fish was loaded on the quayside at Mallaig, on the Scottish west coast, into 30 kg. inserts and baskets which were stacked on pallets for transport by open lorry to the Aberdeen Cold Storage Co. Ltd.

Loading

Baskets and inserts were loaded 18 high into the tunnel freezer. Time in the freezer was cut by half as air could pass through the open sides of the baskets.

After freezing, the inserts were ejected from the baskets, lidded and strapped ready for transport by refrigerated truck to the customer.

The baskets remained at the cold store ready to be returned to Mallaig and the fish remained untouched by hand until it reached the customer.

Transport costs were cut as the lorries can carry a bigger load of fish because the baskets weigh less than wooden boxes.

The inter-stacked empty baskets require only one lorry rather than several for transport back to the port of landing. Repecking of the frozen product at the cold store was also cut out.

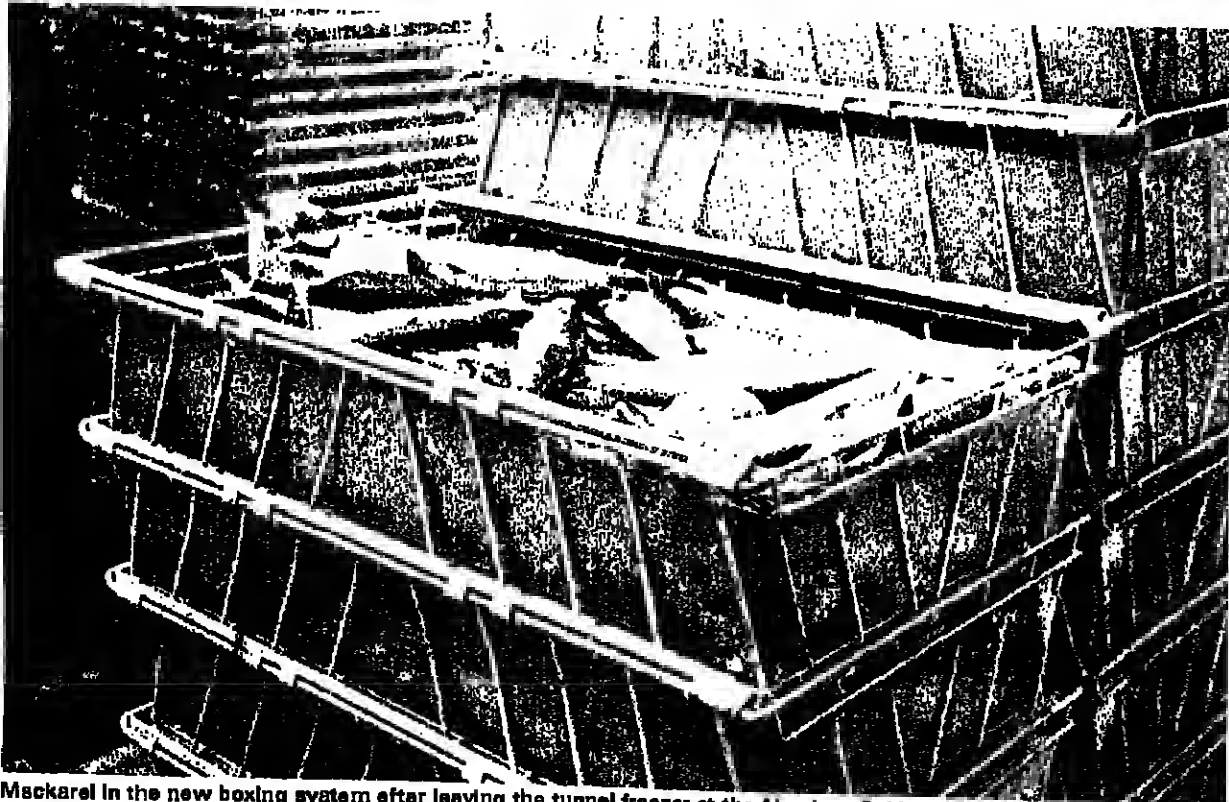
Interest

While in this case the basket comprised part of the handling system from landing to freezing, the system can be used for boxing at sea. The inserts could, if required, be taken from the baskets to go directly to wholesaler or retailer — so baskets would never leave the boat.

A spokesman for Pakabox UK said that the system costs some 30 per cent less to the owner than a conventional supply of wooden or plastic boxes, as purchase costs cover the inserts only.

Baskets are supplied to the owner free of charge provided that he buys the inserts.

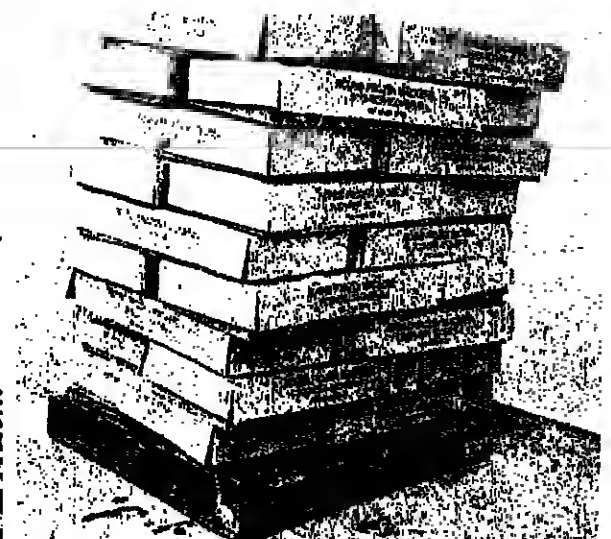
Pakabox UK hopes that British vessels will use the system for boxing at sea and, already, the UK fishing industry is showing a great deal of interest.



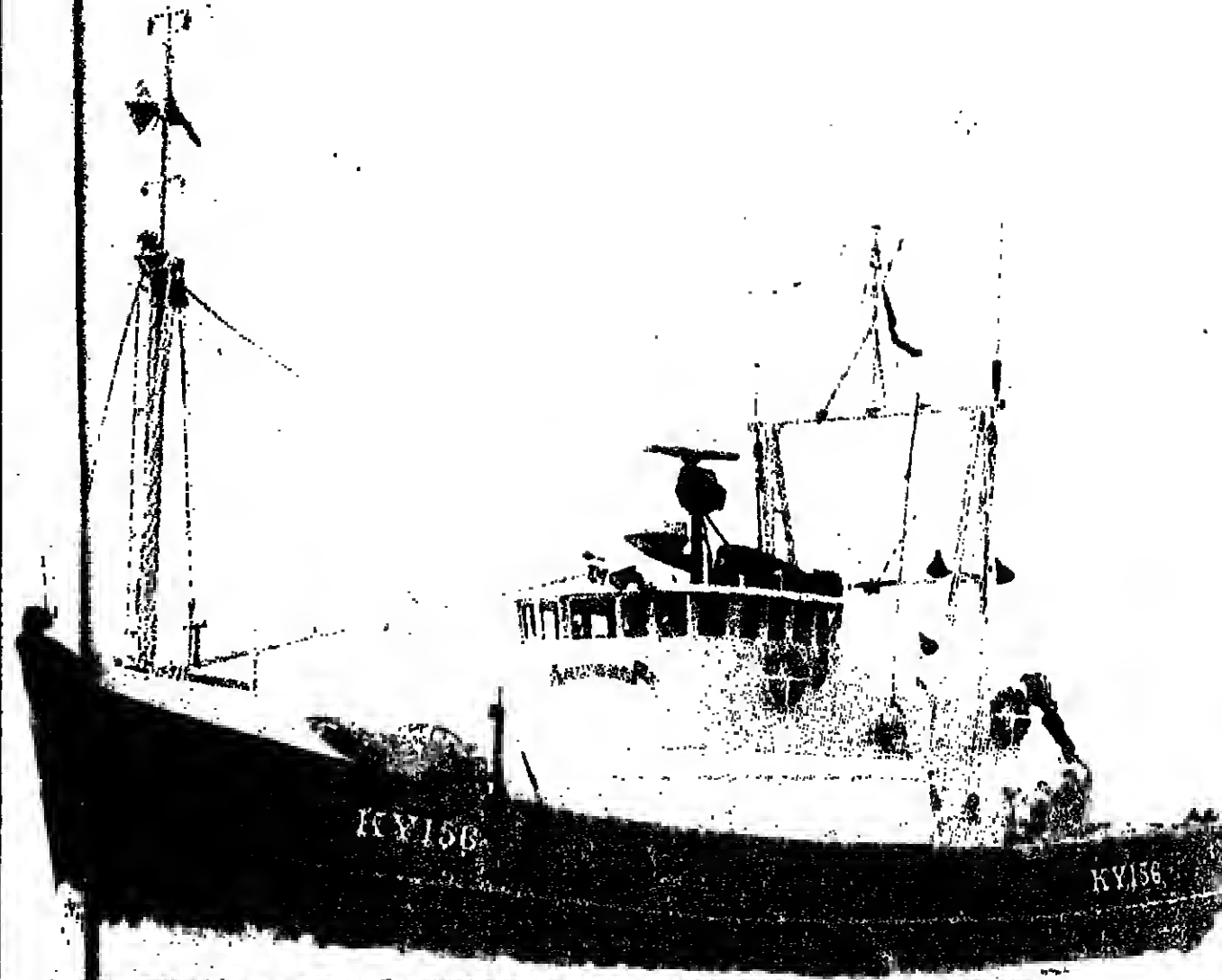
Mackerel in the new boxing system after leaving the tunnel freezer at the Aberdeen Cold Storage Co. Ltd.



The inserts being taken from the baskets after the fish has been through the tunnel freezer.



After the inserts containing frozen fish are taken from the baskets they are lidded and strapped ready for export.



SKIPPER of the Bromborough yard of Pittenwey, setting MacTay Morine Ltd. Finol from Aberdeen. The new long out work was completed at 78ft. at the end of the year. The vessel was built by James N. Miller & Son Ltd., which is part of the MacTay Group.

Designed by Mr. James T. N. Miller, the vessel is powered by a Caterpillar 685 hp engine and her gear handling machinery includes Northern Tool and Gear winch, Fishing Hydraulics rope reels and a Rapp power block. Electronic equipment was supplied by Decce and includes a Simrad fish finder unit and 'Sailor' radio telephones. More details in Fishing News soon.

shd
fin
cht

No wonder the stocks are being depleted. Over 100 men are engaged in this fishery and most of the catch is exported to France where there is a big demand for these oysters.

The rapid spread, throughout the French oyster producing areas, in 1969 of the 'Aber disease' has resulted in disaster — in one area alone this disease reduced production from over 5,000 tonnes to less than 1,000 tonnes in two years.

It means that there is a good demand for our oysters in France and a high price is being paid for exports from the Solent.

THE shipworm, or teredo, is not really a worm but is a mollusc related to mussels, cockles and clams. The damage caused by the shipworm to wooden vessels and to the piles of piers and jetties has probably been a major source of worry for as long as these things have existed.

The problem is how to control this marine pest which destroys wooden beams by its boring habits.

A long time ago it was found that the berthing of vessels in fresh water dis-

maurged its growth and that strong tidal currents prevented the settlement of the young stages.

Much research has since been devoted to this problem and one of the latest methods of treatment involves a sheathing process with a nylon base.

The treatment consists of handing special nylon fabric to the bare wood with a special glue. This covers the wood with a protective coat and keeps out the shipworms.

Tests both at home and abroad appear encouraging. In India research workers are investigating the possibility of controlling teredo by biological means. In this work it is proposed to introduce a particular species of marine flat worm, which eats the eggs of teredo, to areas badly infested with shipworm in the hope of wiping it out, at least locally.

FOR HUNDREDS of years fish and shellfish have been caught with baited pots, creels and traps. The bait, usually pieces of fresh or preserved fish, has become quite expensive and is often difficult to get hold of.

For these reasons a reproducible and relatively

cheap artificial bait for lobsters has been developed. A patent application has been filed by the National Research Development Corporation on behalf of Drs. A. M. Meckie and P. T. Grant of Aberdeen University and Dr. R. Shelton of the Marine Laboratory, Aberdeen.

The bait is a mixture of chemical substances held in a water soluble support and incorporated into calcium sulphate (Plaster of Paris) to form a hard block.

Some of the results of a field trial are given in the table below. They show that the artificial bait compares favourably with baited mackerel, which is a widely used and effective natural bait for lobsters.

The final results showed that the pure chemical mixture was rather too expensive to be a practical proposition in the commercial fishery but the extract of fish (i.e. sprats) seemed to have potential.

The article I read did not let the obsolescence of — I presume that's a secret — but it is interesting to see that some work has been done on the development of an artificial bait even though its practical application has still to be tested commercially.

Although lobster fishing in this country remains undeveloped, Moroccan fishermen easily sell their catch. There is a good demand for live lobsters in Morocco and also in France and Spain. As a result, prices of about 22 s. a pound for 'homards' and 15 s. a pound for 'langoustes' are common. More places to go for a fisher's

Baited wooden traps are used to catch lobsters. Once landed they are usually held in enclosures until they are picked up by merchants.

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		fished for 24 hours	
		Lobsters	Crabs
Natural baited mackerel	158	39 (25)	43 (27)
Block with defined chemical mixture	122	25 (23)	39 (33)
Natural baited mackerel	145	51 (34)	46 (31)
Block with extract of whole sprats	112	24 (21)	41 (37)
Natural baited mackerel	89	39 (38)	33 (33)
Block without attractant	72	10	5 (4)
Total catch for 24 hours: 1,000 lbs. (454 kg.)			

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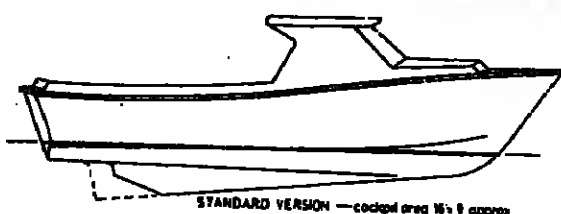
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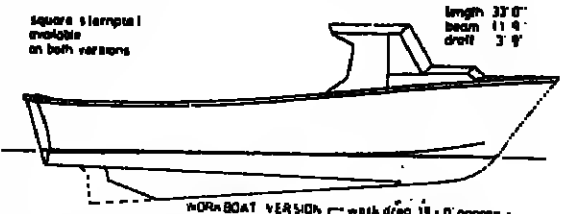
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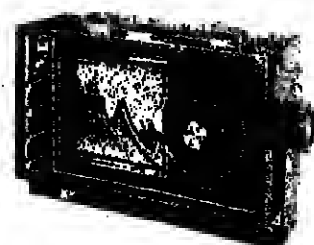
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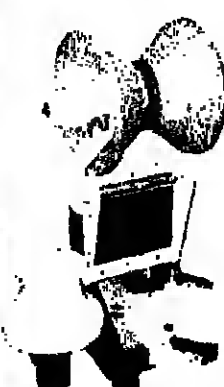
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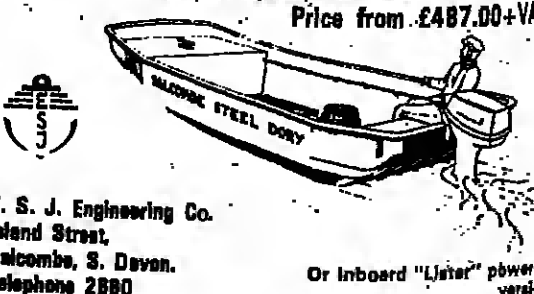
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Icelandic ban stays — UNION REFUSES TO TALK

GRIMSBY'S hopes of persuading its lumper force to lift the ban against Icelandic trawlers landing badly needed wet fish supplies received a further setback on Monday.

The Transport and General Workers' Union, which represents the men, declined to attend a special 'all-sides' meeting of the industry.

It had been convened by Mayor Peter Welling in an effort to break the deadlock. The union stressed there was little point in attending the meeting.

A decision to lift the ban at Grimsby on Icelandic trawlers can only be taken at national level and there are no inter-port meetings of lumpers scheduled until the first week in November.

One lumper dispute, however, has been settled. The Fleetwood fish lumpers resumed normal work on Friday after settling their dispute with the employers — the Fleetwood Fishing Vessel Owners' Association.

Their action had resulted in the port's vessels not being able to start unloading until 8.30 am instead of 2.30 am or 4.30 am which are the normal times of landing catches.

Ted Hammill, shop steward for the men's union, said that the deal agreed for a 10 per cent rise and a productivity deal was disappointing but reasonable in the circumstances.

He said: "We hope that things will pick up in Fleetwood so that we can make the money we had hoped for. I think the men have done the right thing at this stage. I don't think there is any more money".

Record roker catch

AN outstanding catch of roker was one of the highlights of fish landings at Fleetwood last week.

The former Aberdeen side trawler *Admiral Howe*, commanded by Skipper Peter Weirman and owned by the Hewitt Fishing Company, had 100 kits of roker in her total turnout of 480.

It sold for £14,008 and is thought to be a record for this class of vessel at the port.

Also in the catch were 10 of hake, 30 of cod, 75 of haddock, 30 of dogs and 60 of mackerel.

During the week there was a catch which must be a recent record in the number of varieties included. This was landed by the stern trawler *Boston Stirling* (Sk. Bill Bridge) which has 1,080 kits, including two of hake, 100 of cod, 10 of lemons, 350 of mackerel, 10 of plaice, 900 of haddock, 130 of horse

It was a good Irish Sea catch which took the near water honours for the week. The 73ft. pocket trawler *Craigmillar* (Sk. J. Wright) landed 43 kits for a grossing of £3,947. The vessel was at sea for 14 days.

'Skanderborg' to fish sprats

GRIMSBY'S former top warning holder, *Skanderborg*, has been sold to Skipper Alec Musell who plans to fish her for sprats this winter.

The 19-year-old Buckle hull vessel which was converted into a pair trawler by Skipper Jens Bojesen, has been out of fishing for almost a year. She gave way to *Jean Scott* as portner to *Golden Venture* last winter.

Also having a change are two Newington vessels *Burton Agnes* and *Burton Pidgea*. They arrived in Grimsby after the south-west mackerel season last spring to operate

as a steel pair team through the Danbrit agency. The partnership has now been dissolved and the sister ships have left Grimsby.

At the Tom Sleight (F.S.) Ltd. agency former Fleetwood seiner *Thornwood* has been renamed *Brooklesby*. Regular readers of *Fishing News* may have been puzzled by the *Scania* (GY 302) on page 4 last week. She was previously named *Homeward*.

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'Britannia' rules

A PLYMOUTH fisherman found out at the cost of £160 that the Royal Yacht *Britannia* rules the waves.

Skipper Victor Rixon, 27, of Bournemouth said: "I feel that they singled me out. They claimed my trawler was going 15 to 18 knots. That's ridiculous. It can barely go over 10." After the case at Plymouth City Magistrates' Court.

He was also charged with manoeuvring without sounding the "appropriate whistle" but was given an absolute discharge.

Insp. Gerald Perry of the Ministry of Defence Police, prosecuted on behalf of the Queen's harbourmaster.

He said the fact that the Royal Yacht was involved in the incident was "purely incidental" in the decision to prosecute.

"At Devil's Point Skipper Rixon navigated within 60 metres, colliding with the port hulk of *Britannia*, said Insp. Perry.

Skipper Rixon admitted colliding with *Britannia* as she left

at a safe speed. It was estimated at between 15 and 18 knots. Subsequently he came within two metres and caused obstruction to the smaller escort vessel.

Again

"A short while later he was seen within 50 metres of the Queen's Yacht. He was charged with coming between the two vessels, forcing him out."

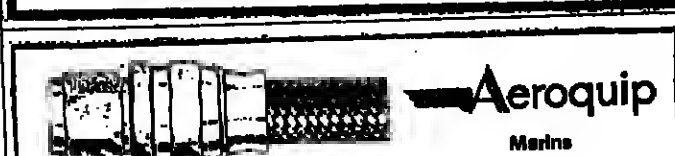
Mr. E. J. Savery said in mitigation that Skipper Rixon was "caught up in the general enthusiasm and excitement of the day and now accepts that he went far too close."

But Skipper Rixon was aggrieved that he should be charged for prosecution when there was hundreds of other boats in the area.

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WESMAR INTRODUCES

LOW-FREQUENCY SCANNING SONAR

WESMAR is introducing its new SS230 low frequency sonar at this year's major commercial fishing shows.

Using advanced solid-state technology, the SS230 scans variable ranges up to 4500 feet (1500 m.) all round the boat at any angle in the water. Three modes of target display help locate and track fish schools or define bottom contours. A depth range computer gives instant digital readouts of distance to underwater targets.

Targets displayed on the SS230's CRT screen are also recorded by the R60 chart recorder, which is standard with the SS230. This provides additional target information at longer ranges.

Shipwrecks pose a serious hazard to Baven. Should he come upon them unawares, he could snag and lose his gear. At the same time, some species of fish are found near the underwater wrecks. The WESMAR scanning sonar aboard the CASSAMANDA permits Baven to locate wrecks and then monitor them so he can get close enough to fish without losing his gear.

WESMAR's new SS230 low frequency sonar has proved its worth to Baven by locating shipwrecks 700 to 800 metres from the boat.

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